

REPORT AND MAP  
OF THE  
SUPERINTENDENT AND ENGINEER  
OF THE  
**Smoky Hill Expedition,**  
TOGETHER WITH THE  
TABLE OF DISTANCES.

LEAVENWORTH, KANSAS.  
DAILY TIMES BOOK AND JOB PRINTING ESTABLISHMENT,  
1861.

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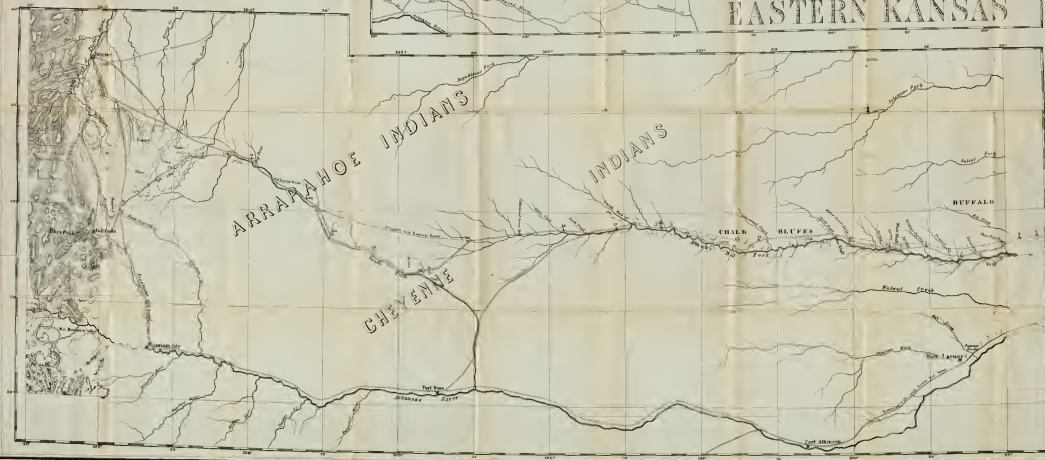
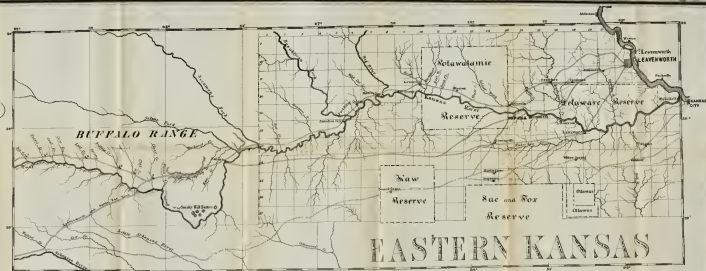


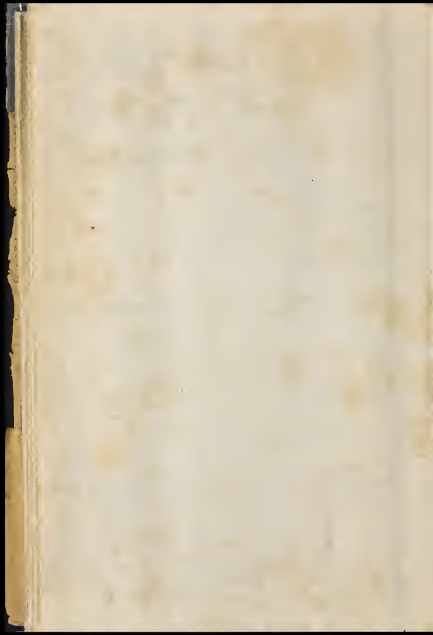


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**CENTRAL**  
OR  
**SMOKY HILL ROUTE**  
TO  
**THE GOLD REGIONS OF WESTERN KANSAS.**  
mapped from actual Survey by  
O. M. TENNISON, C. E.  
**LEAVENWORTH KANSAS**

Medium Size, Steel Engraving 4 Cts. Lath. for 10





REPORT AND MAP

OF THE

SUPERINTENDENT AND ENGINEER

OF THE

SMOKY HILL EXPEDITION,

TOGETHER WITH THE

TABLE OF DISTANCES.

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LEAVENWORTH, KANSAS,

"TIMES" BOOK AND JOB ESTABLISHMENT,

1867.

## TO THE PUBLIC.

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In presenting the following Report and Map, the result of the labors of the Superintendent and Engineer of the Smoky Hill Expedition, the City Council of the City of Leavenworth are actuated by the laudable desire to point out to the emigrating public the shortest and easiest route to the Gold Regions of Western Kansas.

The expedition gotten up for this purpose is the work of Leavenworth City. To her enterprise and perseverance, the emigrating public, whose destiny is the "gold region," is indebted for the opening up of this short and expeditious route. Indeed, from the position which Leavenworth City occupies, as a point between the Eastern, Southern and Northern States, and the Gold Regions, as well as from the acknowledged advantages she possesses, in view of the destiny that awaits her at no distant future, of being the great commercial metropolis of Kansas, as well as of the vast region of rich agricultural and mineral country, laying north and west of Kansas, she has felt it her duty, by virtue of these advantages, to enter into the full spirit of marking out a route, which will not only be of vast advantage for the present purpose of the emigrant, but, from the easy grades along the whole course of the route, will make it undoubtedly the most desirable line for a railroad, in the future, to the mountains.

To what circumstances are we indebted for the rapid progress which Leavenworth has made in her substantial growth? To what causes may we reasonably attribute the fact that a well-regulated and prosperous city now exists, where, but a few years since, a wilderness presented itself? Men were attracted to California, and cities were built up there, through the all-pow-



erful influence of the gold mines. No such inducements were then known in Kansas. Still, the progress of Leavenworth was as rapid as that of any of the cities of the Pacific.

Something beyond the ordinary inducements which a new country presents for settlement, and for the building up of towns and cities—something, also, beyond the political excitement that existed in Kansas at the time when Leavenworth City sprang into being—some more substantial objects than these—some more permanent inducements—were presented to the vision of the enterprising and wealthy citizens of all sections of this Union, to congregate here and build up a city, whose rapid progress since 1854, when the first house was built within her limits, illustrates, more than does any other city on the Western Continent, the spirit and energy of the American people.

It is the geographical position of Kansas, as occupying a central position between the Atlantic and Pacific Oceans, which attracted attention to Leavenworth, situated, as it is, on the western bank of that mighty artery, the Missouri river, which, together with its tributaries, connects the great agricultural interests of the West and Northwest with the East and South, and which presents a great natural channel, through which the vast produce of this region will find its way to the Atlantic. To these ever-substantial and never-varying circumstances is due the building up of a city, whose population, according to the last census, is over 11,000, and whose age, from its first settlement, is numbered by about six years.

The emigrant, in his journey to the gold regions of Kansas, can be furnished with everything necessary for the trip, at this point. Leavenworth is supplied with all things suitable to his wants, having a large variety of business houses, fully stocked with everything in the outfitting line, which can be purchased at nearly as low rates as the emigrant can procure them at an Eastern market. There is also here, at all seasons of the year, a large stock of working horses and cattle, which are sent here from various parts, from the reputation Leavenworth bears as an outfitting point. Frequently, the market is so glutted with all kinds of stock, and wagons, that teams can be had at much lower figures than the emigrant must pay in an Eastern or Northern market.

There is now no doubt that Leavenworth will have railroad connections with the Hannibal and St. Joseph Road, at two points—St. Joseph and Cameron. These connections will be completed soon. The Leavenworth, Pawnee, and Western railroad company will have their road finished as far as Fort Riley, or nearly so, this season, a distance of about 121 miles, by this route. Such is the suitableness of the grade on the "Smoky Hill" route, that the company intend to strictly follow its course.

The reader can obtain nowhere a more truthful statement, nor get clearer views of the railroad interests of Kansas, nor of the position which Leavenworth holds in relation with those interests, than are illustrated in the following extracts from an able article in the December number of "Hunt's Merchants' Magazine," on the subject of "Railroad Enterprise in Kansas."

The author, from whatever stand-point he viewed his subject, shows himself fully conversant with the true condition of affairs, as regards the relative position of Leavenworth, the Smoky Hill Route, and the railroad interests connected with them.

The writer says: "The Leavenworth, Pawnee and Western Railroad Company has recently obtained, by treaty with the Delaware Indians, about 200,000 acres of land. This land is situated between the Missouri and Kansas rivers. A condition of the cession of this tract of land is, that the company shall construct a railroad from some point on the Missouri river to the western limit of the Delaware Reserve.

"The contemplated railroad will commence at Leavenworth and be constructed to Lawrence. From the latter place it will be pushed forward to Fort Riley, and thence, up the Smoky Hill Valley, toward Pike's Peak.

"As a railroad route, the Kansas valley possesses this advantage, that it accommodates and can command the traffic of Utah, on the north, and Pike's Peak, to the west, and of Mexico and Arizona to the southwest. In this respect, it is far superior to the valley of the Arkansas, which is too far south to serve as an avenue for the trade of Utah. In like manner, the Platte route is so far north as to be inaccessible from New Mexico and Arizona,"

After estimating the amount of freighting that is done to Utah, Pike's Peak, New Mexico and Arizona, the writer says: "This business is rapidly increasing. When the present slow, cumbersome and expensive mode of conveyance shall have been supplanted by the railroad, this traffic will assume a magnitude of which we can at present form little conception.

"The Leavenworth, Pawnee and Western Railroad Company will be connected with the Hannibal and St. Joseph Railroad, and also with the Pacific Railroad, which is now gradually approaching Kansas City. When these results are obtained, the contemplated road will have a close railroad connection with the two great centers of Western trade—Chicago and St. Louis—and will therefore be in communication with every important commercial point from the Lakes on the North, to the Gulf, on the South."

After stating that the work will be pushed along vigorously, and will be completed as far as Fort Riley, within a year, the author goes on to say: "The route is very level, running along the rich Kansas bottom lands, so level and feasible, that in one place there is forty miles of continuous straight line.

"The treaty which has been made with the Delawares will give the company abundant resources, and capitalists in New York and Boston are ready, as we learn, to engage in the enterprise. \* \* \* \* \*

"The vigor with which this enterprise is entered upon indicates that, before many twelve months have passed, there will be a railway communication with the rapidly growing cities of the central gold regions of the continent. While members of Congress are making speeches about Northern, Southern, Central and sectional lines, private enterprise is steadily at work, extending from the Atlantic and Pacific sea the iron bonds of union."

It will be seen from the foregoing extracts that the intelligent writer points to Leavenworth as the intermediate position between the two great commercial cities of the West, Chicago and St. Louis; that when her lines of communication are complete, and a railroad connection is established with Pike's Peak, the interests of no one of the above centers will be subserved to the exclusion of the others; but that each will receive its

appropriate share of the rapidly developing resources of this rich and fertile region.

Under the conduct of H. T. GREEN, Esq., as superintendent, the expedition was carried through to a successful termination. He is well known as a gentleman of ability, and one whose large experience and well-balanced judgment recommended him as eminently fitted for the position he was called to fill. His report is unhesitatingly presented to the public, with the utmost confidence in the ability and veracity of its author.

The map and table of distances, in connection with the report, are the work of O. M. TENNISON, Esq. He is a gentleman highly accomplished in his profession. He has made an accurate survey of, and mapped out, the route, in such a manner as to afford every facility to the emigrant. His "table of distances" will also aid very much in removing obstacles that may otherwise be a source of annoyance to those seeking a home in the far West.

By order of City Council.

JNO. O'BRIEN,  
C. C. WILLITS,  
GEO. R. HINES,

*Publishing Committee.*

Leavenworth, March, 1861.

# REPORT

OF THE SUPERINTENDENT OF THE

## SMOKY HILL EXPEDITION.

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To the Executive Committee of Leavenworth City, and others who contributed to opening a new route to the Kansas Gold Mines, *via* the Smoky Hill Route :

GENTLEMEN :—I herewith submit to you a full report of the operations of the Expedition sent out, by the citizens of Leavenworth and other places, to survey and open a new route to the Gold Mines of Western Kansas, *via* the Smoky Hill Fork.

Accompanying this report will be found a map, prepared by Mr. TENNISON, Chief Engineer of the Expedition, together with a table of distances, and the camping places on the route.

The Company, as organized, consisted of one Superintendent, one Chief Engineer, and three assistants, twenty-three men, on construction, and one boy ; numbering in all twenty-nine persons.

The Expedition being well supplied with wagons, oxen, mules, camp equipage, provisions, etc., on the morning of the 19th of June, 1860, started from Leavenworth, taking the road to Topeka, *via* Russel's Mills, Oskaloosa and Osawkee.

I would here state that there are several roads leading from Leavenworth to Topeka and Fort Riley. They are all about the same length ; but the military road being the oldest and most traveled, is preferable to all others. It has also the advantage of running through a well-settled country.

We arrived at Topeka on the morning of the 23d of June. There being two roads leading from Topeka west to Salina,

both having warm friends and advocates among the contributors to the expedition, I divided the party at that point, and sent one half of the company, under Messrs. MILLER and BURTON, over the Territorial road, on the south side of the Kansas river, while I, with the other half, took the old military road, on the north side, to Junction City, arriving at that place on the evening of the 28th of June. Here we remained one day, to make necessary repairs. Learning that the road from Junction City to Salina was in a bad condition, I deemed it advisable to commence the route at this point, and, on the morning of the 30th of June, under the guidance of Mr. ROBERT HURST, proceeded to repair the road to Salina. We cut down the banks of the streams along the route, and, where it was necessary, put in good log fords. We crossed the Solomon and Saline on good ferries, and arrived at Salina, where we found M. and B.'s party, on the morning of the 4th of July.

Salina is a small town, situated on the north side of the Smoky Hill river. It has quite a large trade with the settlers and the frontier Indians, and, I think, is destined to be a large city. The emigrant can here purchase such articles as he may need.

On comparing the distance between Topeka and Salina, by the two routes, it was found that the route on the south side was the shortest by a few miles, but, being a new road, does not possess those advantages which the old road, on the north side, has. There is also a stretch of heavy sand on the new road, opposite Calhoun Ferry, which it is almost impossible to cross with heavy loaded wagons.

On the morning of the 5th of July we left Salina, taking the military road surveyed, in 1835, by Lieut. BRYAN, of the Topographical Engineers. This road crosses the great bend of the Smoky Hill, over a divide, and at a distance of 28½ miles again strikes the Valley of the Smoky Hill. The road crosses Elm Creek, and follows up Spring Creek. It is the shortest route that can be made across the bend. This road is much traveled, being used by the Government to transport supplies from Fort Leavenworth to Fort Larnard, on the Pawnee Fork, and Fort Wia, on the Arkansas river. It has recently been measured by a Government officer, and is reported as being sixty miles shorter than the Santa Fe road.

After leaving the military road, we traveled in a westerly direction, over an undulating prairie, covered with a great variety of grasses, and crossing, at intervals of from two to ten miles, small creeks. Some of these creeks are well timbered, while others have but a few scattering cottonwoods on their banks. Nearly all, however, are well supplied with excellent water.

About forty miles from the point where we left the military road, we came to Big Creek. The soil in the vicinity of this creek is alluvial, and is covered with a thick growth of Buffalo grass. An abundance of coal is found in this region, and up to this point groves of fine timber line the banks of the streams emptying into the Smoky Hill. The country is capable of supporting a large population, and at no distant day, where now roam the wild Indian and the buffalo, will be heard the sound of the church bell, and the busy hum of civilization.

At a distance of fifty miles west of Big Creek, we came to the White Bluffs, or Chalk Region. Between Big Creek and White Bluffs, the country is of a limestone formation, and well supplied with good grass and water.

From the White Bluffs to the forks of the Smoky Hill, a low, narrow bottom will be found, hemmed in by chalk bluffs. The soil on this bottom, though producing good grass, is of an inferior quality, and, in consequence of a lack of fuel and building material, will never be able to support a large population. We followed this bottom as far as North Creek, from which point we followed the highlands until we struck the old Pike Peak's road, beyond Cottonwood Creek, which we followed to the river, crossing numerous small tributaries to the Smoky Hill, well supplied with water and their banks lined with good grass.

At this point we left the old Pike's Peak road, crossed the river, and traveled about seven miles on the south side, but finding it impossible to make a good road on that side of the river, we re-crossed to the north side and took the old road, which we followed until we reached the North Fork of the Smoky Hill. Here, the old road follows the North Fork, which, at this point, has the appearance of being the largest stream. The early emigration to the gold mines suffered severely by following it. Along the South Fork, the country is far superior. The soil is

more fertile, the grass better, and timber more abundant than on the North Fork.

From Cottonwood Grove, the head of the Smoky Hill, we traveled in a nearly due west direction seventeen miles, and at this point sank a well in one of the sand beds, finding good water at the depth of ten feet. We walled up the well with stone taken from a bluff close by.

From Cheyenne well we crossed the divide to the Sandy Fork of the Arkansas river, a distance of twenty-one miles. The Sandy is a stream somewhat similar to the Smoky Hill, between fifty and ninety yards wide. Its banks are lined with a thick growth of small willow, which, at a distance, has the appearance of being clusters of large trees. The soil on the banks of this stream is not so good as that on Smoky Hill. The grass, however, is equally as good, and most of the land, I doubt not, can be cultivated to good advantage. Six miles above the point where the road strikes the Sandy, is a cottonwood grove, above which but little timber will be found, until the emigrant reaches Beaver Creek.

We followed the old Express road along the Sandy, to the great bend of that road, where the Express road diverges to the north-west. From the bend of the Sandy we traveled south-west, over a pine ridge, crossing the head waters of Beaver Creek, thence over the great divide between the head waters of the Platte and Arkansas rivers, and arrived at Colorado City on the 18th of August, having been on the road sixty-one days.

The most of the route, from the great bend of the Sandy to Colorado City, lies through a thick pine region, and the waves of the Kansas prairies are gradually lost in the dense pine forests that cover the divide.

We left the old Express road at the North bend in the Sandy, and kept South-west up the Sandy, for ten miles, to the first little dry branch, bearing in from the West; then followed up this, across the divide, nine and a half miles from the Sandy. We came to the Beaver, a broad, sandy stream, bearing North into the Platte. Water and timber follow up this stream six miles on the west side. We then recrossed to the east side, and still keeping up the stream a Southwest course, recrossed to the Northwest side at a distance of four miles; still keeping up



the stream, we came to its head in twelve miles, or twenty-two miles from our first intersection. Still bearing Southwest, at a distance of one and a half miles, we came to the Bijou, which we followed to its head, a distance of six miles; then bearing directly from the Point of Rocks towards the north side of Pike's Peak, at ten miles from the Point of Rocks we intersected the Taos road, which we followed three miles south, to the south side of the Pinery and the Black Squirrel Creek; then turning towards Pike's Peak, in twenty two miles we came to Colorado City, right at the foot of Pike's Peak. The timber, water and grass are abundant all the way from Sandy, and the road, for the most part, good, though rolling.

Colorado City is a fine town, situated on the Fountain qui Bouille, at the base of Pike's Peak. It has a road leading to the South Park, through the celebrated Ute Pass, which can be traveled at all seasons of the year.

At Colorado City I discharged most of the hands, retaining only a sufficient force to enable me to reach Denver with the wagons, and what remained of the outfit.

We left Colorado on the 21st of August, and reached Denver on the 24th; distance sixty miles.

At Denver I sold all the stock that was unfit to travel, and such articles as were not needed on the homeward trip, and made preparations to return to Leavenworth. I found a large number of persons wishing to return to the States, and, in a short time, succeeded in raising a party of twenty-five, who were willing to help repair the Express road from this point to the Sandy, and make such corrections as were necessary on the route over which we had traveled, on the outward trip. Several parties who had freighted from the Missouri river, over the Platte route, also joined the party, and, on the morning of September 1st, we left Denver, following the old Express road to the great bend of the Sandy, repairing it wherever it was found necessary.

I also transmit to you the notes of the return trip, showing the camping places, and the distances from camp to camp.

Before closing this report, I would return my thanks to your Committee, the citizens of Leavenworth, and the gentlemen composing the Expedition, for their assistance in this great enterprise, the result of which demonstrates, beyond a doubt, that

Leavenworth possesses the most direct, shortest and best route to the gold mines of Western Kansas. It also shows that a railroad, from the Missouri river to Denver City, can be built with greater ease and at a less expense, than by any other route now known.

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### NOTES OF THE RETURN TRIP.

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*August 31st.*—Left Denver this afternoon, and traveled up Cherry Creek nine miles, where I found a party of thirty-seven persons, with seventeen wagons, ready to start on the homeward trip. Camped here for the night.

*September 1st.*—Left camp at seven o'clock this morning, traveling S. S. E. At noon, camped at a grove of pine, where we found good water, about one mile south of the road. From this camp we traveled to Box Elder Creek, passing several sandy beds, in all of which we found good water by digging. We camped at Box Elder, having traveled to-day a distance of twenty-three miles.

*September 2nd.*—To-day being Sunday, we did not travel.

*September 3d.*—Left camp at six o'clock this morning, traveling over a hilly country, which required considerable work. We reached Kiowa Creek at noon, where we camped for dinner, finding good water. From our noon camp we traveled six miles and a half, east, to a fork of Beaver Creek, where we camped for the night, finding good water and grass. Distance twenty three miles.

*September 4th.*—This morning we made a good crossing over the fork of Beaver Creek, and left camp, traveling in a south-

cast direction, over a broken country forming the divide between the branches of Beaver Creek, and camped, for dinner, on the main branch of that creek. After dinner we traveled on the old Express road until within four miles of the Sandy, then took to the right to avoid the hills, and soon intersected the road leading to Colorado City. At this point we erected a sign-board, giving the distances to Denver and Colorado cities. Two miles east, we reached the Sandy and camped. Good grass and running water—distance, twenty miles. On the east side of Beaver Creek we passed the last pine grove, where I had a couple of troughs made, to be placed at Cheyenne well—at the head of the Smoky Hill—for the purpose of watering stock.

*September 5th.*—We widened a cut in the hill side, near our camp, this morning, and started on, keeping close to the bed of the river. At a distance of two miles we entered the broad valley of the Sandy. Ten miles from where we left camp, this morning, we crossed a large stream of water. Eight miles further east, we crossed to the south side of the Sandy, at the mouth of Express Creek. We traveled three miles and a half on the south side of the river, and recrossed to the north side. Three miles east of the crossing we left the old Express road and followed an old government trail, which bears down the Sandy to the Arkansas road. Here we erected sign-boards. Our route, from this point, laid over a level divide, about half a mile from the the river, to Spring Brook, where we camped. Good grass and water—distance twenty-four miles.

*September 6th.*—Left Spring Brook at six o'clock this morning, and traveled south-east, gradually leaving the river. Five miles from Spring Brook, we crossed Crooked Creek, where we found good water and grass. Three miles east we crossed English Creek, and camped, for dinner, at its mouth. After dinner, we followed the old trail down the Sandy, to Coon Creek, and camped for the night. We found good grass and water on the road, at convenient distances. Distance twenty miles.

*September 7th.*—Left Coon Creek at six and a half o'clock this morning and traveled south-east, ten miles, to Stump Ford, where we found some water in pools. Here we left the old

trail and traveled due east, seven miles, when we again struck the old trail. About one mile from this point we found some pools of water, and camped for dinner. After dinner we traveled about one mile on the old trail, which we then left, keeping from one to two miles from the river, over smooth, level ground, for a distance of five miles, where we camped. Distance twenty five miles.

*September 8th.*—Left camp early this morning, traveling east, close to the stream. Grass, for a distance of six miles, rather poor. Seven miles from the morning camp, we came to a grove of large trees, the first timber we had met since leaving the pine grove on the east side of Beaver Creek. We procured a sufficient supply of wood at this grove to last us two days. Three miles further east, again left the old trail, it bearing too far south east. Six miles from the grove we crossed Eureka Creek, traveled down its east bank one mile, and camped. Good grass and water. Distance fourteen miles.

*September 9th.*—We left camp, this morning, about eight o'clock, traveling north of east, leaving the Sandy near as Chain of Mounds. Before leaving, we put up a sign-board, with the following inscription: "To Cheyenne Well, 22 miles." For a distance of seven miles the road laid over a fine, level bottom, thence, across the divide between the Sandy and Smoky Hill rivers. About six o'clock in the evening we reached Cheyenne Well, at the head of the Smoky Hill, and went into camp. Near the well is a rock bluff, the only stone that can be found for several miles, in any direction. We arranged the two troughs at the well in such a manner, as would facilitate the emigrant in watering stock. We also erected a sign-board, giving the distances to the Sandy, and to Coloradô and Denver cities; also, to Leavenworth.

*September 10th.*—Left camp early this morning, crossing the Smoky Hill, which, at this point, is a dry, sandy bed, thirty feet wide. For a distance of ten miles, the road lies over a level country, to a lake. One mile east of the lake it crosses a dry, sandy bed, fifty feet wide; thence over a high, rolling prairie, ten miles; thence, down a gradual slope, to the Big Grove. The grass, at this point, is rather thin, but there is an abund-

ance of wood, and good water can be had by digging in the sand beds. Four miles further east, is Smoky Hill Spring, where we camped. Distance, twenty-five miles.

*September 11th.*—Laid by, to day, to give the men and cattle an opportunity to rest.

*September 12th.*—Left camp at seven o'clock, this morning. Four miles from the Spring we crossed Willow Creek, with a fine pool of water in it. Timber on the river scarce. We camped for dinner twelve miles from Smoky Hill Spring, on the river. After dinner we traveled north of east, over the bench land, crossing Goose Creek and Duck Pond, and camped one mile east of the last named place, at a cottonwood grove. Grass and water excellent. Distance, nineteen miles.

*September 13th.*—Left camp this morning about 7 o'clock, traveling north, over a level bottom. At a distance of ten miles we crossed a stream, emptying into the Smoky Hill. On the south side of the river, near the mouth of the creek, is a fine grove, and about a quarter of a mile east of the grove, on a bend of the river, there is a good spring of water. We camped there for dinner. After dinner we traveled over a good road, crossing the North Fork of the Smoky Hill, near its mouth, and, at a distance of seven miles from the noon camp, intersected the old Pike's Peak road, where we erected a sign-board. About one mile east, we camped near the river. <sup>2</sup>Plenty of wood, water and grass. Distance eighteen miles.

*September 14th.*—We left camp early this morning, followed the old Pike's Peak route, crossing a ravine with water in it, and Sioux Creek, where we camped for dinner, finding wood, water and grass. Ten miles from Sioux Creek the old P. P. road crosses the Smoky Hill. [The old route crosses the river six times within a distance of eight miles. This can be avoided by leaving the road at Sioux Creek, and traveling east, along the north side of the river.] We followed the old road to the last crossing, and camped for the night on the north side of the river. Wood and water plenty. Grass thin. Distance, twenty-five miles.

*September 15th.*—Left camp this morning and followed the old road to a ravine, where we camped for dinner. After dinner we left the old road and traveled over a high bottom, five miles, when we again intersected the old road at Babcock's Valley, and camped. Grass and water. No wood. Distance, twenty miles.

*September 16th.*—To-day being Sunday, we laid in camp all day.

*September 17th.*—Left Babcock's Valley early this morning, traveling over the old road, four miles, to Cottonwood Creek, where we put up a sign-board. At this point we left the old road and traveled due east, over a level bottom, crossing several ravines, and camped for dinner at the head springs of a stream emptying into the Smoky Hill. Good water and grass. After dinner we traveled over the same character of country, erecting mounds at suitable distances, and camped at night in a ravine. Abundance of water and grass. No wood. Distance, sixteen miles.

*September 18th.*—Left camp at seven o'clock, bearing north of east, over a broken country. At a distance of five miles we came to a high chalk bluff, which can be seen at a great distance, in all directions. This bluff is the divide between Smoky Hill river and North Creek. Four miles from the bluff we came to North Creek, where we found wood and water plenty and a heavy growth of buffalo grass. After making a good crossing we traveled to Ox Creek and camped. Distance, fourteen miles.

*September 19th.*—Previous to leaving camp, this morning we made a good crossing over Ox Creek. Two miles from Ox Creek we crossed Wood Creek, a dry sand bed; thence, four miles to Sand Creek; thence, four miles to where we again intersected the old Pike's Peak road; thence, one mile to Big Spring, where we camped. Good water and grass. Distance, eleven miles.

*September 20th.*—Left Big Spring at seven o'clock, this morning, following the old road four miles, when we left it and traveled across the bottom, twelve miles, to Brown's Spring,

where we camped for dinner. Our route, after dinner, laid over a fine, level bottom, to Prairie Creek, where we camped. Wood, water and grass, in abundance. One hundred yards east of the crossing we found a good spring. Distance, twenty miles.

*September 21st.*—Spent the day in hunting for our cattle, which had stampeded with the buffalo the night before.

*September 22nd.*—Our course, to-day, was due east, about half a mile north of our old trail, to a stream which we crossed and camped on. Wood, water and grass, sufficient. Distance, sixteen miles.

*September 23d.*—To-day we traveled four miles to Big Creek and camped. Wood, water and grass plenty.

*September 24th.*—Left camp early this morning, and about one mile from Big Creek we again intersected the old Pike's Peak road, which we followed two miles; thence, bearing north of east, to Fossil Creek. Here we found good water, in pools, and several springs, about one hundred yards below the road. We traveled from Fossil Creek to Steer Creek, and camped. Wood, water and grass. Distance, eighteen miles.

*September 25th.*—Our road, to day, laid over a fertile valley, with good water, at convenient distances, crossing Buffalo, Clay and Lake Creeks, to within about two miles of the Arkansas road, where we camped. Wood, water and grass, in abundance. Distance twenty-eight miles.

*September 26th.*—Left camp at daylight this morning. Two miles travel brought us to the Military Road to the Arkansas. Two miles further on we crossed Clear Creek. Here we found a house which had been erected since our outward trip, and four or five men preparing to open a farm. We reached Salina at night, glad that our trip was nearly over with. The route, from this point to Leavenworth, laid over an old and well-known road, therefore I did not deem it necessary to take any more notes of the trip. The camping places are given in the table of distances, so that, as far as Salina, at least, no trouble will be experienced by the emigrant in finding good water and grass for his stock, and sufficient wood with which to cook his victuals.

## TABLE OF DISTANCES

Between Leavenworth City and Denver, Prepared from  
Actual Survey, by O. M. Tennison, C. E.

### FROM LEAVENWORTH to

	Distance bet. camps	Total dist.
FORT RILEY, U. S. Military Post—Good camping places along the road, at convenient distances. Road continues excellent to.....	121	121
SALINA, Frontier town—The shortest road to this place by 14 miles, 11/2 miles south of the Kaw river, by way of Topeka or Lawrence.....	52	169
ELM CREEK—Wood and grass; no water in dry seasons.....	3 1/4	162 1/4
SPRING CREEK—Road follows up this creek 14 miles; good camping places.....	23 1/4	185
ALUM CREEK—Wood and grass; no water in dry seasons.....	3 1/2	182 1/2
CLEAR CREEK—Wood, water and grass abundant; follow military road; 1 1/2 miles past Chimney Rock turn to the right.....	3 1/2	186
CLAY CREEK—Wood, water and grass.....	8	194
BUFFALO CREEK—Wood, water and grass.....	6 1/2	193 1/2
LOST CREEK—Water and grass; wood scarce.....	15	214 1/2
COW CREEK—Water and grass.....	7 1/2	222
FOSSIL CREEK—Water and grass; wood scarce.....	6	228
BIG CREEK—Wood, water and grass; excellent soil.....	6 3/4	234 3/4
TWIN TREE CREEK—Water and grass.....	6 1/4	241
PRAIRIE CREEK—Water and grass.....	18	259
BROWN'S SPRING—Water and grass.....	10	269
WHITE BLUFF SPRING—Water and grass.....	12	281
WILLOW RUN or OX CREEK—Water and grass.....	15	296
NORTH CREEK—Wood, water and grass.....	8	304
SMALL CREEK—Water and grass abundant; road crosses several small water courses before reaching.....	7	311
COTTONWOOD CREEK—Wood, water and grass.....	15	326
SMOKY HILL VALLEY—Water and grass; driftwood. Camping places, with wood, water and grass, on the banks of the Smoky Hill, at convenient distances.....	9	335
FOURTH FORK OF THE SMOKY HILL—Wood, water and grass. Leave the old emigrant road and follow up the South Fork; good camping places on the banks of the river.....	40	375
LITTLE COTTONWOOD GROVE—Wood, water and grass.....	17	392
GOOSE CREEK—Water and grass.....	10	402
ROCK SPRING—Cheyenne Creek.....	11	413
BIG COTTONWOOD GROVE—Wood, water and grass.....	4	417



GREEN'S WELL, at Cheyenne Bluff—Water and grass.....	17	434
SANDY FORK OF THE ARKANSAS—Water and grass.....	21	455
LITTLE GROVE—Wood, water and grass; camping places all along the river.....	6 $\frac{1}{2}$	461 $\frac{1}{2}$
NORTH BEND, or Head of Sandy—Water and grass.....	71 $\frac{1}{2}$	535
BEAVER CREEK—Wood, water and grass; crosses Piny Hill.....	10	543
BIJOU CREEK—Wood, water and grass; ascends another piney ridge, rather long hill but grade not steep.....	11	554
KIOWA CREEK—Old Express station; wood, water and fine grass. The west branch of this creek is crossed about four miles farther on.....	7	561
BOX ELDER—Wood, water and grass.....	12	573
DRY CREEK—Wood, water and grass.....	13	586
NINE MILE CREEK—Wood and grass; water in the bed of the stream.....	6	592
DENVER CITY.....	11	603

NOTE.—The road between Sandy and Denver, as marked on the map and laid down in this table of distances, is not laid out on the ground, and unless it is put in condition for travel it is perhaps better to follow the old Express road, striking Cherry Creek about 12 miles above Denver.

It should be borne in mind that such a drought as existed in 1861, was never before known in Kansas. In ordinary seasons there is an abundance of water all through this country.

There is also a peculiarity in the soil, that, in a severe drought, enables it to withstand the absence of rain; the grass presenting a green and healthy appearance, when other soils could yield nothing, and be completely parched.

Graft  
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